



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

August 2011

Picture of the Month



Larry Schubert sent this amazing picture of the view down the runway at Rothrock Airport, Stretcher, IL (54IL). It is 2407 feet long but only 18 feet wide!

Editor's Note

Most of this month's newsletter was pieced together in the rare moments of down time I could find while I was at EAA AirVenture 2011.

Next month I'd like to include some pictures and information from you on your experiences at AirVenture. Please write me and let me know what you did while you were there, where you stayed, what you liked most (or disliked) about your visit, your favorite airplanes, air show performers, forums and workshops, and of course don't forget to include photographs! E-mail me at [edi-tor@eaa932.org](mailto:editor@eaa932.org).

Beth Rehm
Editor

"At Large" Doesn't Mean Flying a Yak

By Capt. Eric Rehm

During Galt's last Young Eagles rally in May, I was volunteering as usual. My wife, Beth, was organizing the event and she had me running around doing all sorts of odd jobs. I call it being "at large" and am not sure if it is a compliment that I am able to do many different jobs or an indictment on my inability to do one particular job very well.

Regardless, I was at the right place at the right time as Beth had me on the ramp as the event was wrapping up when I noticed a Yak 52 pull up to the fuel pump. Now a Yak is not such an unusual sight at Galt as Dave

Monroe from the Aerostars Aerobatic Team keeps his Yak at Galt. But this Yak was different in that it had tricycle gear and a camouflage paint scheme. As I had never been up close to one before I decided to take a closer look.

It turns out the aircraft is owned and was being flown that day by Neil Anderson. Neil, if you don't know, is a hangar tenant at Galt. He



Neil Anderson's beautiful Yak 52. Photo by Jean Faithfull.

owns a Piper Cub that he and his son Andy, who is also a pilot, fly as well

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as a T-6 Texan project that they are currently restoring. Now I don't know Neil all that well but when I came up to the aircraft to say hello he couldn't be nicer and was more than happy to talk to me about the aircraft. In fact he insisted I jump up on the wing and take a look inside the cockpit and then insisted I have a seat in the cockpit. Well twist my arm!

While I was admiring the inside of the aircraft which is full of placards and instrument notations written in Russian, Neil gave me a brief history lesson on how he acquired the aircraft and some of its unusual systems.

Neil wanted an aircraft that was relatively affordable, aerobatic and "built like a tank" and the Yak fit the bill. He found a likely candidate at a small airport on the north side of Dallas, Texas called Aero Country (T31). New to the aircraft and with just a couple of hours of dual instruction, he bought the aircraft on the spot and flew it to Galt.

Neil told me the aircraft was built by the Russians to train their aspiring MIG-15 and MIG-21 pilots. Apparently the engineers made the aircraft with small fuel tanks giving it a very limited range so that aspiring Russian air force pilots would not succumb to temptation and try to defect. Neil certainly felt the effect of the Yak's short range as it took seven fuel stops to make it home, although he says he probably could have made it in five. In addition he said the Yak with the tricycle gear is supposed to mimic the landing sight picture of the MIGs so presumably if you can land a Yak, you can land a MIG-15 or MIG-21.

One other interesting systems quirk is its compressed air hydraulic system. Landing gear, flaps and brakes all utilize compressed air to work. In fact, when any of these sys-



Eric sitting in the cockpit of Neil Anderson's Yak 52. Photo By Jean Faithfull.

tems are operated, the aircraft sounds like a semi tractor trailer coming to a stop with that all familiar sshh sound which is the compressed air being used. It is then replenished from an engine driven air pump.

Also, the brakes are activated by the use of a hand lever located on the stick. The harder you squeeze the lever the more braking you get. Differential braking is done by squeezing the brake lever and pressing a rudder pedal. The more the rudder is pressed the more braking you get on that wheel. This may be normal in Russian aircraft but it is definitely novel compared to any western built plane I have ever flown. It seems a bit like patting your head and rubbing your stomach at the same time while going 80 kts down a 3000 x 50 foot runway.

All this information and the tour I got was wonderful and then Neil said, "You know I have to take Andy flying now but if you want I can take you around the pattern." Are you kidding me? Twist my arm a second time. I happily accepted the offer.

Andy helped me get strapped in the back seat, which was complicated

enough to warrant its own article, and Neil fired up that big radial engine and off we went. The first thing I noticed besides the growl of being behind a radial was the constant sshh, sshh, sshh sound as Neil manipulated the brake handle and rudder pedals. We lined up on the runway and with a roar we were off.

Once airborne Neil quickly cleaned up the aircraft, gear and flaps up, and instead of staying in the pattern as I expected him to, we climbed to around 2000 feet and headed north. We got a few miles away from Galt and then Neil said "your airplane" over the intercom and wiggled the stick. It was totally unexpected and what a thrill; I was flying a Yak 52!

I didn't want to overstay my welcome so to speak so I just did a few level turns. The aircraft is quite responsive in roll and has a real solid feel to it, not too twitchy but well balanced. I only did a couple of 45 degree bank turns and I had a whole lot of stick left. We didn't do any aero-

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Larry's Mooney Mood Lighting

By Capt. Larry Ewing

My 1965 Mooney M20E came factory-equipped with a dome light, map light and two overhead swivel lights with red lenses. Now, I occasionally like to fly at night, but this setup is not much fun in VFR and definitely not safe for IFR.

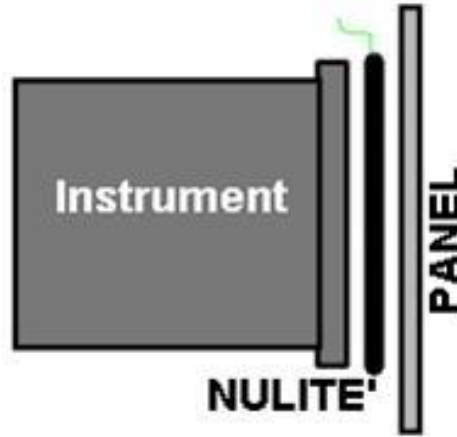
So I decided to install instrument lighting bezels.

There are two manufactures of lighting bezels that I know of; NightFly and Nulite Instrument Lighting Systems. The Nulite has the advantage with color coded 18-inch wire leads, while the NightFly leads are only a few inches long and have no color coding. NightFly is \$11.00 per unit less than the Nulite and both are available through Aircraft Spruce and Specialty and other distributors. I chose to use the NightFly.

The advantage of the bezel is the even distribution of light, super long bulb life and low current draw. The bezel sandwich mounts between the instrument and the panel (see diagram to the right).

If you are replacing post lights you can tie into that wiring. Each post light draws more than three times the amps of the bezel light.

Under the direction of Brian



Spiro, IA (Galt Director of Aircraft Maintenance), I made a complete wiring harness with individual removable connectors and tied into my existing lighting. Limited space in the Mooney necessitated a complete panel removal for the install. Old wiring from items removed long ago was cleared out and I was able to clean up existing wiring bundles with Brian's supervision.

Some applications may allow for individually removing the instrument for installation. Longer instrument screws may be needed in some aircraft because the bezel adds about a quarter inch to the thickness. The bezels easily can be shaved to fit with a dremel tool if needed.

The average current draw per unit is 80ma. Eight bezels can be run

in parallel and only draw 1 amp maximum.

This project was time consuming for me but worth it and the units work exactly as advertised.

If you decide to install your own bezel lighting, make sure to order the correct voltage, proper size and cut out (DG, Altimeter, etc.).

The maintenance logbook entry may be completed by the pilot/owner operator or an A&P and an FAA form 337 or STC is not required. A sample logbook entry can be found on the Nulite website, (<http://www.nulite.net>)

If you would like to improve your instrument panel lighting but you don't have the time to install them yourself, Brian and Bob at Galt Maintenance really enjoy working on panel lighting and would be happy to do your installation for you!

Just remember; always carry a good flashlight because no instrument light will work with total electrical failure! And don't forget your night landing requirements before taking passengers.

Larry Ewing is a Captain on the CRJ for American Eagle Airlines. He owns and flies a Mooney M20E (N5696Q) and a Christavia Mk1 experimental (N145WK).

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batics but I am sure the plane would be more than happy to do a roll.

I gave the controls back to Neil and we headed back to Galt. The pattern was normal but short final and the flare were a bit interesting. You sit quite high up in the Yak and the speed seemed fairly high so it was more like landing a jet than a piston single. I guess the engineers got that part right. Braking was more of the

sssh sssh sound and we were back at the fuel pumps where we had started.

It was a bit difficult to get the grin off my face as I unstrapped myself although Dave Spitzbart helped me a little when he told me that my wife Beth was looking quite jealous when she realized I had gone flying in a Yak 52. Honest Beth, my intentions were pure, it wasn't my fault. Seriously though I can't thank Neil and Andy enough for giving me one of those

"bucket list" moments. I of course shook Neil's hand and thanked him profusely as I got out of the aircraft but it didn't seem enough. I hope this article helps. Thanks again guys.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.



Airport Support Network News

By **Scott Migaldi**, Aircraft Owners and Pilots Association, ASN Volunteer (10C)

As I am writing this article EAA Oshkosh is raging on. Sadly I am not there, having this annoying thing called a job that eats up a lot of my time.

But thankfully my job allowed me a recent trip from Galt to Olathe, KS, (KOJC) and back. I enjoy using my plane for business travel instead of the aluminum death tubes that I far too often find myself sitting.

My last article discussed the issue with Lightsquared and GPS. Since that article the test results of their network have been released and the interference is as bad, or worse than what the aviation industry feared.

GPS can become completely unusable when the Lightsquared network is turned on.

Lightsquared has stated that they intend to move the frequencies to be further away from the GPS band, but many in the GPS industry do not think that is going to help.

Interest groups from aviation to agriculture and the military oppose Lightsquared's plan. Sprint-Nextel recently announced that they would partner with Lightsquared in offering services. But Sprint CEO Dan Hesse was very clear that Sprint would not offer commercial services until this GPS situation is solved.

This is where the issue now lays. The lawyers and technologists are sorting out how to fix this problem for all parties.

Another topic that has been in the news recently is the FAA operating without a budget. ATC is currently staffed and running, but many feder-

ally-funded airport improvement projects are on hold. For us at Galt, that really does not mean much; because Galt is a privately owned airport it is not receiving any money for FAA supported projects.

The part of the budget talks that should concern us is that User Fees are once again on the table. AOPA and EAA are watching this situation develop. There is reason to be concerned that User Fees may happen under our current budget and spending issues and the very real fear is that in every country where user fees have been instituted general aviation has made a rapid decline.

As GA owners and pilots we already support a lot of services we use through our fuel taxes. User Fees would not replace those taxes and we would instead be paying more for services we already receive.

Wonder Lake Dredging Project

Closer to home, it does not look like our neighbors in Wonder Lake will start dredging this year. This proposed project has been on and off again for several years and the Northwest Herald is reporting that it is still stuck in the permit phase. When and if the project ever kicks off we will have to watch for dredging equipment around the lake that could impact some of our ultralight and other low altitude flyers around the airport.

Scott Migaldi has been a tenant at Galt for almost five years. He is a commercially rated IFR pilot and owns and flies a 1980 Piper Warrior (N8116B).

AOPA Appeals to Aviation Community

AOPA President, Craig Fuller, is appealing to all members of the General Aviation community to let our senators and congressmen know that we are opposed to general aviation user fees.

In the past, user fees have appeared as part of various bills and budget proposals. It's different this time. There is no piece of legislation and no specific proposal for us to shoot at. We know user fees are being discussed in the debate over deficit reduction going on in Washington, D.C. But for now, the issue seems to be lying just below the surface.

What form user fees might take and who would be affected is not yet clear. Some are saying the fees could be \$25 or they could be \$100 or more. They might be applied when you file a flight plan or contact ATC.

Regardless of the form these fees take, experience in other countries has shown that user fees stifle aviation and compromise safety. What's more, imposing user fees always creates a new, expensive bureaucracy just to collect the money; and over time, those bureaucracies expand, needing ever more money from more and more types of aircraft.

It just doesn't make sense, and it is a very dangerous path to start down.

Please contact Representative Donald Manzullo at (202) 225-5676 and politely ask them not to support user fees. Make the point that user fees are inefficient, expensive to administer, and can compromise safety.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

It's almost that time again! The Friends of Galt's (FOG) Annual Flour Drop Competition is fast-approaching.

On Saturday, August 13th the festivities will begin at 10:00 a.m. and continue all afternoon until we have determined a winner.

As always, Brian has created his famous hand-crafted trophies for 1st, 2nd, 3rd, and last place, as well as a few "surprise" categories.

The EAA will be here cooking food, and a live band is set to entertain us in the afternoon.

Even if you're not planning on participating in the competition, it's still a great day at Galt, so come out and join us!

Just a quick reminder to everyone, if you're planning to use our

Cessna (N4868E) for the competition, please email me at fbo@onezerocharlie.com and let me know. The plane is filling up fast, and I want to make sure everyone who wants to participate has a spot available.

The entry fee to use our Cessna will be \$40, while the entry fee for your own aircraft will be \$10. If you are using your own airplane, there's no need to email, just show up on the 13th and we'll get you a time slot.

Also, I wanted to make sure you all know how thankful we are for your continued referrals to Galt. Month after month our flight school, maintenance shop, and hangar tenants continue to grow because of your generous referrals to friends in the aviation community.

We truly couldn't do it without your help.

Thank You!

ANNOUNCEMENTS

Flight School News

I am very happy to be able to announce lots of achievements from the flight school this month!

Congratulations to EAA Chapter Secretary and student pilot **Mike Evans** on passing his Private Pilot written test on Saturday, July 23rd. Mike is learning to fly in the Piper Warrior.

Congratulations to Galt Flight School student **Kent Lutes** who passed his Private Pilot written exam this month.

Congratulations to Galt Flight School student **Wes Scott** who passed his Private Pilot written exam this month.

Congratulations to student pilot **Casey Venzon** for achieving his first solo flight on July 9th. Casey is learning to fly with Flight Instructor, **Peter Durzynski**, in the Piper Warrior, N21030.

We must also congratulate private pilot student **Mike Cortina** who soloed in the Piper Warrior on July 21st. Mike is learning to fly with CFI Peter Durzynski.

Good luck to all of you with the rest of your flight training and we look forward to being able to publish your future achievements.

Fuel Price

Good news for Galt Airport tenants, the price for 100LL went down by four cents from \$5.68 to \$5.64. Let's hope the downward trend continues!

Next Breakfast Club Fly-Out

Saturday, August 27

Charlie's Restaurant

Clow International Airport, Bolingbrook, IL (1C5)

Sign Up at the Galt Airport FBO





Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, Galt Airport.

This month Brian wants to know how fast Bob's radio control P-51 Mustang can fly.

To help you figure it out, here are a few facts about the airplane; it has a .61 nitro engine that has a max RPM of 12,000. It is fitted with a 12x6 prop which has a diameter of 12" and will propel the aircraft forward 6" for every revolution of the engine.

The first question is, if the plane is flying straight and level in no wind at full throttle (max RPM), what is the theoretical top speed?

Bonus Question: We put a GPS on-board the airplane, what was the actual speed out of a dive measured in MPH?

As usual, email your best guesses to Brian Spiro at maintenance@onezerocharlie.com by August 26. The winner will be randomly selected from the correct, or mostly correct answers received.

This month's prize is a Galt Airport T-shirt from the recently unveiled 2011 collection of exclusive and highly sought after Galt apparel!



Bob Bielawa from the Galt Maintenance shop with his P-51 RC airplane.

Answer to the July puzzle:

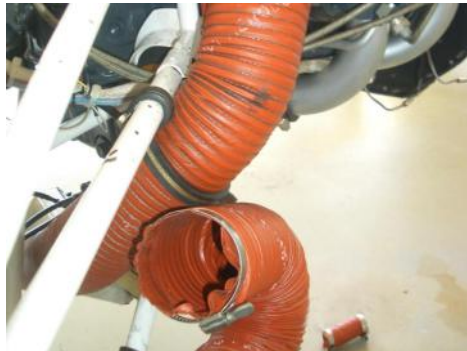
Last month Brian tested your knowledge of what is hidden under the cowling with three close up photos of engine parts. Did you know

what they were? Check the answers below to see if you were correct.

The winner of the July puzzle was Mark Krohn and he wins a free Galt water bottle insulator!



Picture 1-Cylinder Cooling Fins



Picture 2-SCAT Tube Air Duct



Picture 3-Oil Filter

Why I Volunteer At EAA Oshkosh

By John Roach

There are always plenty of jobs for EAA volunteers – especially during AirVenture. But there are only a few jobs that come along that are really, really special. And I was lucky enough to get one of them this year.

Perhaps you read in the newspaper; an Alabama Air National Guard F-16 overran the runway at Whitman Regional Airport, Oshkosh, WI, during EAA AirVenture 2011 and ended up in the grass minus its nose wheel on Thursday. The pilot was uninjured.

The airport was closed for a short time immediately after the accident but it was reopened as soon as it was determined that runway 9/27 operations could be safely conducted. The afternoon air show continued as planned.

As soon as the incident happened a security perimeter was established to keep spectators several hundred feet from the aircraft and only authorized personnel were permitted inside the secured area. While the cause of the incident has yet to be determined, the aircraft had to be recovered and taken to a hangar for inspection and repair.

Many things factored into the decision about how to do this, such as the safety of the recovery team, the safety of AirVenture visitors, the least interference to the EAA programs and avoidance of additional damage to the multi-million dollar aircraft. By early Friday afternoon these decisions were reached and the recovery operation quickly moved forward.

A National Guard team was charged with two major tasks; removing items that would help accident investigators determine the cause of



Alabama National Guard F-16 after the accident at AirVenture. Photograph taken by Eric Rehm from the EAA Ford Tri-Motor.

the incident and rigging the aircraft so that it could be transported to a hangar.

At the conclusion of the air show a large crane and several vehicles to be used in the move were allowed access to the secured area. I was a member of the team supplied by the EAA Maintenance department.

When we reached the secured area, we were required to produce identification documents (a driver's license was sufficient) before we could approach the aircraft. Some members of our group did not have the required documentation and, unfortunately, they were not allowed access to the aircraft.

The plane had departed runway 36 at the north end and was headed directly toward a group of T-28s parked in the Warbirds area. However when the nose wheel collapsed the nose of the aircraft dug a long ditch in the grass which stopped the plane just short of the red lights at the end of the runway (REILs).

After about four hours of work, the first attempt to lift the nose and

place it on a trailer was attempted. While that plan had sounded good in discussions and the plane's nose was on the trailer, which was substituting for the nose wheel, the attempt was quickly abandoned as it became evident that the ground where the plane rested was too unstable to support the trailer and the main gear of the aircraft. At that point, the retrieval attempt was ended for the night.

As my schedule would not allow me to spend another day with the retrieval team, I'm not sure how things went after that.

While I didn't get to watch the whole recovery effort, I got a great, up-close and personal view of the post accident decision making process and of an F-16. This could only happen at Oshkosh! You have to be here to understand why it's the greatest air show in the world.

John Roach is a long-time EAA member and frequent volunteer at chapter 932 events and EAA headquarters in Oshkosh, WI. He owns and flies an Er-coupe.

EAA Chapter 932 News

Galt Flour Drop

Saturday, August 13

Chapter 932 will be providing the food at the Galt Airport Flour Drop Competition on August 13th. Our expert chefs did a lovely job last year with corn, brats and much needed ice cream and cold sodas and made a considerable amount of money for the chapter as well.

Members might remember that earlier in the year we had planned on supporting this year's flour drop event with a tribute to veterans celebration. Unfortunately our volunteers could not find time to plan and arrange it so that part of the event is not happening.

Complimentary EAA Trial Membership

If you are not currently a member of the Experimental Aircraft Association (EAA) and have not been a member in the last three years, we are excited to be able to offer you a free 6-month trial membership, courtesy of chapter 932.

You will receive the full set of member benefits for the six-month trial period, including a subscription to Sport Aviation, EAA's awesome monthly magazine. You will also receive a membership card and qualify for member discounts on EAA merchandise and programs.

In addition, you also will be granted a complimentary chapter 932 membership for the same period. If you are interested, or know someone else who might be interested, please contact Beth Rehm at vp@eaa932.org or Mike Evans at secretary@eaa932.org for details.

Minutes of the EAA 932 General Meeting - July

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: July 9, 2011

In Attendance: Mike Evans, Greg Domski, Dean Marcott, Beth Rehm, Dave Spitzbart, Walt Weidig, Dick Hahn, Jean Forni, Jeff Hill, Sr., Scott Feeman, Emily Medina, Brian Spiro, Larry Schubert, Jeff Hill, Jr., Bob Shea, Craig Molter, Dan Wallis, Eric Rehm, Don Sword.

- Some of the siding on the rear of the building was damaged in the recent stormy weather. After the meeting, Greg Domski, Dean Marcott and Dave Spitzbart replaced the damaged materials.
- Dean Marcott presented the quarterly treasurer's report (see below). He is looking into setting up a separate account for the Aviation Club to simplify the record keeping.
- President and Vice President positions are up for election this November. As part of the election process, the nomination committee was established. In keeping with some other chapter practices, the outgoing officers will be the nominating committee tasked with finding candidates to replace them.
- A \$5,000 grant was awarded to the Aviation Club by the McHenry County Community Foundation. Some adjustments will have to be made to the original planned purchases to fit within the allocated amount.
- Jean Forni volunteered to help schedule the Aviation Club's curriculum for the 2011-2012 school season. Further discussion is planned for the August chapter meeting.
- The chapter now has an e-mail distribution list. Members are encouraged to use it. Send your message to ea932@googlegroups.com and it will go to all members who have provided the chapter with an email address. If you wish to be added or removed from this list, please let Mike Evans know.

EAA Chapter 932 Treasurer's Report

Balance 5/30/11	\$ 2,499.65
Bank Fees	-\$ 17.00
Hangar Rent	-\$ 48.00
Sim Supplies	-\$ 643.23
Other Expenses	-\$ 155.00
Membership Dues	\$ 57.90
Donations	\$ 502.54
Balance 6/30/11	\$ 2,196.86

New Chapter Members

Please join me in welcoming Craig Molter and Dave Ostergaard to Chapter 932.

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EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C). We are a 501 (c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

Galt Traffic Classifieds

PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION
COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration, N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel



tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C). Asking \$58,000.

Contact Jeff Hill at 815-338-3551 or JEFFRYHILL@SBCGLOBAL.NET

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

Classified Advertising

One of the benefits of being a member of EAA chapter 932 is that you may advertise your aviation-related products and services free of charge in a classified ad in this newsletter.

Email your ad content to the editor at editor@eaa932.org.



NEW Dessert Pizzas
Chocolate Chip Cookie Dough, Cherry & Apple \$6.95

815-653-2400

We Accept 

Dine-in, Carry Out or Delivery. We Deliver to
Wonder Lake, Hebron & Richmond.

7613 Howe Road
Wonder Lake, Illinois
(One block West of Barnard Mill Road)

HOURS:
Sunday 12-10
Monday 3-10
Tuesday 3-10
Wednesday 3-10
Thursday 3-10
Friday 3-11
Saturday 12-11

DAILY PIZZA SPECIALS

MONDAY	\$6.75 12" PIZZA (one topping) Limit 4
TUESDAY	\$9.75 MEDIUM PIZZA (one topping) Limit 2
WEDNESDAY	\$15.99 2 SMALL PIZZAS (one topping)
THURSDAY	\$25.99 2 LG PIZZAS (one topping)
FRIDAY	\$5.00 OFF 2 XLG PIZZAS
SATURDAY	\$29.99 2 XLG PIZZAS (one topping)
SUNDAY	\$3.00 SMALL PIZZA WITH ANY XLG (small pizza-one topping) Limit 1

Monday Pizza Special Limit 4
Tuesday Thru Saturday Pizza Special: Limit 2.
Sunday Pizza Special: Limit 1.
Additional Pan Stuffed and Topping Charges Apply
NOT VALID WITH ANY OTHER OFFER

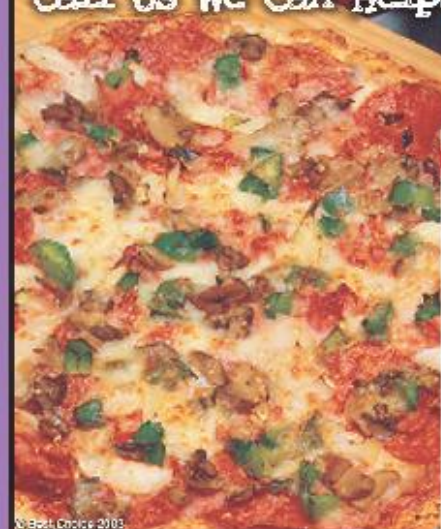
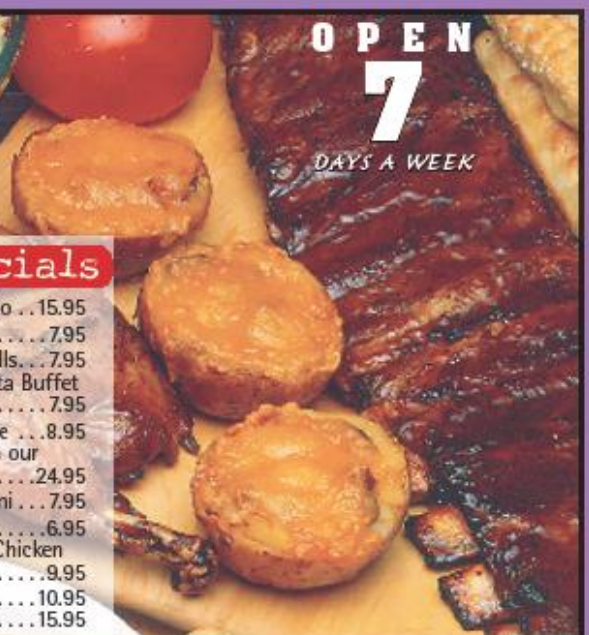
Having a Party?
Call us we can help!



OPEN
7
DAYS A WEEK

Daily Dinner Specials

SUNDAY	Jumbo Shrimp & Ribs Combo .. 15.95
MONDAY	Tortellini Bake 7.95
TUESDAY	Cheese Ravioli with Meatballs... 7.95
	All you can Eat Pizza & Pasta Buffet in our Dining Room 7.95
WEDNESDAY	Lasagna with Italian Sausage ... 8.95
	All you can Eat Crab Legs in our Dining Room 24.95
THURSDAY	Chicken and Broccoli Linguini ... 7.95
FRIDAY	21 Piece Shrimp Basket 6.95
	All you can Eat Fish Fry or Chicken Strips in Our Dining Room..... 9.95
SATURDAY	BBQ Ribs 1/2 Slab 10.95
	Full Slab 15.95

BOMBS AWAY!



GALT AIRPORT FLOUR DROP AUGUST 13, 2011

From 10 am to 5 pm. Trophies for first, second and third place and additional prize categories. RC model airplane demonstrations and model airplane flour drop competition. Live music. Food available on site. For more information contact Justin Cleland at fbo@onezerocharlie.com or 815-648-2433. Galt Airport, 5112 Greenwood Rd, Greenwood, IL 60097.

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Galt Airport/EAA 932 Calendar of Events

- August 13** Friends of Galt (FOG) Flour Drop Competition and EAA 932 Veterans Fly Day, Galt Airport (10C).
- September 10** EAA 932 Young Eagles Rally 10:00 a.m. Galt Airport (10C).
- October 8** EAA 932 Chapter meeting 10:00 a.m., EAA Building, Galt Airport/Cub Scouts 455, Young Eagles.
- November 12** EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)/Election.
- December 10** EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C).

See the EAA Chapter 932 Web Site at <http://www.eaa932.org> for a complete list of events for Galt Airport, FOG and EAA Chapter 932.

Other Aviation Events

- August 5** Pizza Friday, Fish Creek/Ephraim, WI. 11:30 a.m. to 1:30 p.m. Complimentary pizzas!
- August 9** Fly-in/Drive-in Pancake Breakfast, Polar Grove, IL (C77), 7:00 a.m. to 11:30 a.m.
- August 12** Pizza Friday, Fish Creek/Ephraim, WI. 11:30 a.m. to 1:30 p.m. Complimentary pizzas!
- August 12** EAA 153: Amateur Built Safety Seminar by FAAST Team. Schaumburg, IL (06C). 7:30 - 9:45 p.m.
- August 19** Pizza Friday, Fish Creek/Ephraim, WI. 11:30 a.m. to 1:30 p.m. Complimentary pizzas!
- August 19-21** DeKalb Corn Fest, 8:00 a.m. to 6:00 p.m., DeKalb Taylor Muni (DKB) (<http://www.cornfest.com>)
- August 20** Aviation Expo, Lake in the Hills Airport (3CK), 9:00 a.m. to 1:00 p.m. (www.lith.org/Airport.html)
- August 21** EAA Warbird Squadron 4 BBQ, Joliet, IL (JOT), 11:00 - 16:00. (<http://warbirdsquadron4.org>)
- August 20-21** Chicago Air and Water Show - featuring the Aerostars. North Avenue Beach, Chicago.
- August 27** Dairy Air Fair featuring Susan Dacy, Janesville, WI. 10:00 a.m. to 5:00 p.m. (www.dairyairfair.com)
- August 27** Airshow 2011, Coles County Airport, Mattoon, IL (MTO). (www.colescountyairport.com)
- August 28** Brookeridge Airpark Fly In, Downers Grove, IL (LL22) registration requested. (www.LL22.org)
- August 27-28** Wings Over Waukesha, Waukesha County (UES). 9 a.m. to 6 p.m. (www.wingsoverwaukesha.com)
- September 2-4** EAA B-17 Tour Stop, Lewis University, Romeoville, IL (LOT). (www.B17.org)
- September 5-10** 40th Anniversary Stearman Fly-In, Galesburg, IL (www.stearmanflyin.com)
- September 10** Waukegan Air Show (UGN) featuring the Aerostars, 10 a.m. - 5 p.m. (www.waukeganairshow.com)
- September 11** Fly-in Breakfast, Ogle County Airport, Mt. Morris (C55)

Visit the EAA Calendar of Events page at www.eaa.org/calendar/ for a complete list of events for other EAA Chapters.



EAA Chapter 932 Officers and Directors

President: Greg Domski (847) 973-0621

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Dean Marcott (815) 344-4709 deanmarcott@yahoo.com

Newsletter Editor: Beth Rehm (847) 458-0401 editor@eaa932.org

Webmaster: Mike Evans (312) 445-8866 webmaster@eaa932.org

Woodstock North High School EAA Aviation Club Coordinator: Dan Wallis (815) 451-6102 aviationclub@eaa932.org

Young Eagles Coordinator: Vacant.

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood
IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer Hours)

Airport Manager: Justin Cleland

Director of Aircraft Maintenance: Brian Spiro

FBO: (815) 648-2433 fbo@onezerocharlie.com

Office: (815) 648-2433 office@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Web Site: <http://www.galtairport.net>

Facebook: <http://www.facebook.com/GaltAirport>.



AVGAS

Galt Tenant Price

\$5.64
(includes tax)

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